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## 3. Circulation

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*Transportation in Angels Camp consisted of stage lines and freight teams. ...The roads were the crudest, and railroads were a half-century away. It was very difficult to travel or transport freight. Horses were almighty and livery stables flourished along with blacksmith shops.*

*A History of Angels Camp, H. Stuart Manners, 2001*

### Introduction

Circulation patterns were established in the Angels Camp area during the days of the Gold Rush. Roads generally were routed from mine to mine with the most important roads linking the mines along the Mother Lode from Mariposa County to the Yuba River. This linkage became the “Golden Chain,” now known as State Route 49 (SR 49). East-west roads intersected State Route 49, linking the Sierra with valley cities and with San Francisco. Angels Camp is located at one such intersection, providing a stopping off point between Stockton and the upper reaches of the Stanislaus River. Major mines in and around Angels Camp generated a need for additional roadways to deliver the goods and services demanded by the miners.

In general, Angels Camp’s streets were cut from the sides of hills or followed gullies. Roads were designed to accommodate a single “lane” for horses, mules and wagons. Homes and other structures were built close to the road’s edge due to the steep terrain. As a result, many of today’s streets are precipitous, narrow, and twisting. And, except for a change from dirt surfacing to pavement, many of these roads remain much as they did more than 150 years ago, presenting major challenges to today’s planners as they attempt to accommodate parking, emergency vehicles and the city’s ever-growing population of residents, visitors and their automobiles.

The following element provides goals, policies and implementation programs aimed at balancing the city’s already overburdened transportation system with the need to accommodate an increasing population of residents and visitors while maintaining the rural character of Angels Camp.

## Requirements

The Circulation Element is one of the seven mandated elements of the general plan (California Government Code Section 65302).

A circulation element must include the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities - all correlated with the land use element of the general plan.

Consistent with past practice, the **Public Facilities & Services** element of the general plan has been included as a separate element of the general plan (**Chapter 7**).

## Background and Setting

Transportation studies undertaken to address Angels Camp's transportation needs (locally and regionally) are found in **Appendix 3H**.

### Existing Conditions

The following appendices describe the city's existing conditions:

<b>Appendix 3A:</b>	Functional Classification System of Roadways and Listing of all Roads within the City
<b>Appendix 3B:</b>	Road System Operating Conditions
<b>Appendix 3C:</b>	Angels Camp Street and Highway Master Plan Map
<b>Appendix 3D:</b>	Planned Transportation Facility Improvements (Other than <i>Low-Impact Modes of Transportation</i> )
<b>Appendix 3E:</b>	<i>Low-Impact Modes of Transportation</i> Plan; Regional Transportation Plan Bicycle/Pedestrian Facilities (current edition); Construction Standards
<b>Appendix 3F:</b>	State Route 4/49 Bridge Intersection Project Principles and Guidelines Regarding Intersection Design Improvement
<b>Appendix 3G:</b>	Transit Models (South Lake Tahoe "BlueGo")
<b>Appendix 3H:</b>	Bibliography of Transportation Studies

#### Transportation Organizations

The California Department of Transportation, District 10 (Stockton) oversees transportation planning for State Routes 4 and 49 (the city's arterial roadways).

Calaveras County regional transportation planning is overseen by the Calaveras County Council of Governments.

The Angels Camp City Council, with support from the city engineer, is responsible for adopting transportation plans affecting the city's collector and local roads.

#### Functional Roadway Classification

Roadways in Angels Camp are classified as Local Roads, Collectors or Arterials, described as follows:

##### **Local Roads:**

The Local Road system primarily provides access to residential property and other areas that are not directly served by the Collector or Arterial system. Local Roads within Angels Camp are all roads not classified under the Arterial or Collector categories. There are approximately 123 Local Roads within Angels Camp. Local Roads are listed **Table 3A (Appendix 3)**. Not all listed Local Roads are city-owned and/or maintained.

##### **Collectors:**

Collectors move traffic from traffic generators such as residential areas or commercial centers, to other Collectors or Arterials. Collectors are generally located within residential areas, where they connect a number of Local Roads to other Collectors. Collectors in Angels Camp include:

- Angel Oaks Drive
- Booster Way (State Route 4 to Bret Harte Road)
- Bret Harte Road (Booster Way to State Route 49)
- Demarest Street
- Dogtown Road (State Route 49 to Fricot City Road)
- Finnegan Lane (State Route 49 to Gold Cliff Road)
- Gardner Lane (Murphys Grade Road to Dogtown Road)
- Gold Cliff Road (Finnegan Lane to Tuolumne Avenue)
- Greenhorn Creek Road
- Kurt Drive (State Route 4 to Suzanne Drive)
- Mark Twain Road (Crystal Street to State Route 49)
- Murphys Grade Road
- Stanislaus Avenue (Gold Cliff Road to State Route 49)
- Stockton Road (Angels Oaks Drive to State Route 49)

**Arterials:**

Arterials are roadways that are expected to provide relatively high speeds with minimum interference to the through-traffic flow or a low proportion of access points. Within Calaveras County, all State Routes are classified as Arterials. Arterial roadways within Angels Camp are State Route 49 and State Route 4.

**Other:**

As used in the Angels Camp General Plan, “**Connector**” (or connecting roadway) is a *descriptive* term for an Arterial, Collector or Local Road that connects two roadways together. “Connector” is *not* a functional roadway classification and, as such, does not have specified construction standards. Construction standards are based on the connecting roadway’s status as an Arterial, Collector, or Local Road.

The City’s functional roadway classification for roads that serve both Angels Camp and Calaveras County (i.e., Murphys Grade Road, Dogtown Road) may differ from the County’s classification. The City’s classification relates to how the road functions with respect to Angels Camp, while the County’s functional roadway classification is made in the context of how the road serves the County.

Streets and Highways

**Appendix 3A** lists all roadways in Angels Camp. **Appendices 3C** and **3D** identify the existing and planned Local Roads, Collectors and Arterials within and adjacent to Angels Camp (See also **Implementation Programs 3.A.j, 3.A.k** and **3.A.l**).

Parking

**Figure 3-1** (see **Implementation Program 3.D.c**) illustrates the location of the city’s parking facilities.

Public Transportation

Public transportation in Angels Camp is currently provided by Calaveras Transit which offers both fixed route and Dial-A-Ride service. Dial-A-Ride is offered on Tuesdays in Angels Camp between 11:00 a.m. and 3:00 p.m. Fixed route stops in Angels Camp are located at the Angels Food Market, Save Mart and at the Visitor’s Center. Fixed route transit is available to Columbia College, Arnold, San Andreas and other sites throughout Calaveras and Tuolumne Counties.

One existing Park and Ride Facility is located in Calaveras County in Murphys at the Black Bart Playhouse near State Route 4 providing 40 parking spaces. The facility is County-owned. Park and Ride Facilities are currently planned by Caltrans in Calaveras County at the following locations:

- Copperopolis between the Stanislaus County Line and O'Byrnes Ferry Road
- Angels Camp near the SR 49 and SR 4 North Angels Bypass in Angels Camp (MP 21.09 - 22.21)
- Valley Springs near SR 12/SR 26 in Valley Springs (between MP 8.6 and 11.2)
- Dorrington between Dorrington and Big Meadows (between MP 47.14 and 62.84)
- San Andreas near SR 12 and SR 49 in San Andreas (between MP 19.00 and 20.5)
- Mokelumne Hill near SR 26 and SR 49 in Mokelumne Hill (MP 27.61)

*Low-Impact Modes of Transportation (Bicycle, Pedestrian and Low Speed Vehicle Routes)*

Census data indicates that approximately 3% of home-to-work travel occurs by walking. The current edition of the Calaveras County Bikeway Master Plan (BMP) encourages the use of alternative modes of transportation to achieve a more balanced transportation system throughout the county. Existing and future pedestrian and bicycle facility needs include wider roadways for shared bicycle/automobile travel, separate bicycle-pedestrian paths, repair and expansion of sidewalk facilities in historic communities where roadway widening may be precluded, and crosswalks and pedestrian walkways adjacent to state highways to improve safety.

The BMP identifies the following facilities in and adjacent to Angels Camp:

- Class II Bike Lane along SR 49 (entire length through the city)
- Class III Bike Route along Glory Hole Road (Whittle Road) from SR 49 to mountain bike trail areas (recreational use)
- A bikeway route is to be considered in conjunction with roadway improvements along Red Hill Road to its connection with SR 4.
- Class II Bike Lane along SR 4 from SR 49 to Murphys

The Angels Camp Kurt Drive extension plan also includes a Class I facility.

In addition to bicycle facilities identified in the RTP (**Appendices 3E and 12A**), Chapter 12.20 of the City of Angels Municipal Code requires construction of curbs, gutters and sidewalks along all portions of State Routes 49 and 4 for any new construction or enlargement of an existing building on any parcel adjoining State Routes 49 or 4; along all city streets for new commercial construction or enlargement of commercial structures, along all new streets constructed as part of a new subdivision, along existing city streets for any parcel created by a new subdivision adjoining an existing street; and along existing city streets and private driveways open to the public if it is determined by the city to benefit the health, welfare and safety of the public. Due to the relatively steep topography with the city, meeting standards for wheel chair access along the city's sidewalks can often prove costly, if not impossible.

This update of the general plan Circulation Element includes a *Low-Impact Modes of Transportation Plan* (including proposed bicycle and pedestrian routes) in addition to those identified in the RTP (**Appendices 3E and 12A**).

#### Aviation

There are no airports within the city limits. The nearest airport facilities include the Calaveras County Airport located a few miles south of San Andreas off Carol Kennedy Drive and Heavy Lift helicopters located on French Gulch Road in Murphys. Angels Camp is not located within major flight paths associated with the airport.

There are five heliports in and around Angels Camp, located at the City's Public Safety facility, Angels Murphys Arnold Association (AMA) fields, County Fairgrounds, Bret Harte High School (field) and at the local PG&E facility. These facilities are used primarily for medical evacuations and transport.

The city's existing aviation facilities are sufficient to meet the needs of Angels Camp and no goals, policies or programs are included herein to further address aviation facilities.

#### Rail

The city has no operating railroads within or immediately adjacent to the city limits. The cost of extending rail service to the city is problematic from both an economic standpoint and because a need for such facilities has not been identified. Therefore, railroads are not considered an essential part of the Angels Camp Circulation Element and no goals, policies or programs are included herein to address rail facilities.

## GOALS, POLICIES AND IMPLEMENTATION PROGRAMS

### Streets and Highways

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**Goal 3.A** Provide an integrated road system that is safe, efficient, maintains the rural character of Angels Camp and meets current and projected community needs.

#### Policies

- 3.A.1** Maintain acceptable levels of service on Local, Collector, and Arterial roadways.
- 3.A.2** Identify and adopt routes for future roads in advance of new development.
- 3.A.3** Identify and adopt Local, Collector and Arterial routes to meet the current and projected needs of the community and region.
- 3.A.4** Identify and adopt routes for future roads to create a street network to disperse local traffic throughout the city, alleviate congestion at critical intersections and improve traffic flow along Local Roads, Collectors and Arterials.
- 3.A.5** Require new subdivisions to design streets that: integrate with the city's planned and existing network of streets; incorporate multiple classes of roadways (e.g., Local Roads and Collectors) and provide more than one primary point of ingress and egress for general purpose circulation (i.e., not exclusively for emergency access).
- 3.A.6** Keep apprised of federal, state and county circulation improvement plans to assure compatibility with city circulation plans.
- 3.A.7** Investigate and, where feasible, adopt plans that divert truck through-traffic away from the city's historic district and residential neighborhoods.
- 3.A.8** Pursue a wide variety of funding sources, including private, local, state and federal sources to support new road construction.
- 3.A.9** Maintain a traffic impact mitigation fee program.
- 3.A.10** Require improvements to existing roads commensurate with the impacts of development.

- 3.A.11** Require new construction or major renovation of commercial or multi-family buildings to construct circulation improvements consistent with adopted city improvement standards.
- 3.A.12** Maintain a list of short-term and long-term circulation improvement projects to guide city growth patterns, growth-rates, investment in infrastructure and to assist in acquiring state and federal funding for necessary circulation improvements.
- 3.A.13** Consider community concerns regarding the compatibility of circulation improvements with the character of affected neighborhoods. Integrate community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals.

### **Implementation Programs**

- 3.A.a**     **Develop and Maintain Roadways According to the Functional Classification System and Master Plan of Streets and Highways**  
Develop and maintain roadways in accordance with the Functional Classification System for Angels Camp roadways (**Appendix 3A**); the city's Streets and Highway Master Plan (**Appendix 3C**); the county's Regional Transportation Plan as adopted by the City of Angels (**Appendices 3D and 3E**, as may be amended) and the Angels Camp Right-of-Way and Road Development Standards (See **Implementation Program 3.A.b**).

**Related Programs:** 3Ab (Circulation), 3Ac (Circulation), 3Ad (Circulation)

- 3.A.b**     **Use and Make Available to the Public Adopted Roadway Design and Access Standards**  
Publish the city's adopted right-of-way, access and road development standards in booklet form or on-line to allow for easy access to this information by the public. Alternatively, amend the municipal code to include a separate title for the city's adopted standards including, but not limited to:
- a. Adopted road improvement standards (e.g., right-of-way, road width, shoulder width, etc.) for Arterial, Collector, and Local Roads
  - b. The city's adopted standards for the urban/wildland interface including provisions for secondary access and other fire-protection related standards related to roadways and access

**Equivalent Program:** 1Ge (Land Use)

**Related Programs:** 1Bj (Land Use), 1Gc (Land Use), 3Aa (Circulation), 3Ac (Circulation)

**3.A.c Adopt Standard Rights-of-Way Widths**

Adopt standard rights-of-way widths sufficient to accommodate travel lanes necessary to carry long-range forecasted traffic volumes, planned bikeways and necessary drainage, utility (e.g., water, sewer, electrical), and landscaping requirements. Additional right-of-way, beyond the minimum criteria established pursuant to this program may be required for the accommodation of other improvements which may be specified in development plans or within plans (e.g., Park and Recreation Master Plan) adopted by the city. Reduced rights-of-way may be allowed by the City of Angels City Council as specified in **Implementation Program 3.A.d.**

**Related Program:** 3.A.d (Circulation)

**3.A.d Require Dedication of Rights-of-Way**

Require new development and significant expansions of existing developments to dedicate right-of-way consistent with the standards adopted pursuant to **Program 3.A.c** for road alignments which have been adopted by the City of Angels City Council and/or are included in the county's adopted Regional Transportation Plan (RTP).

The city may allow exceptions to these rights-of-way dedication standards subject to findings that the standards established herein are unacceptable. In allowing an exception to the right-of-way standards, the city shall consider the following:

- a. Right-of-way needs versus the physical impacts on surrounding properties
- b. Visual effects of the required improvement on the community's identity and character
- c. Impacts on general safety
- d. Impacts on quality of life as perceived by residents
- e. Geographical, environmental, social or economic factors

Exceptions to the standards will only be allowed after all reasonable measures and options are explored, including alternative locations for roadways, bicycle and pedestrian ways, and other associated facilities compatible with the city's adopted street and highway master plan; and reductions in the size of planned developments.

**Related Program:** 3Ac (Circulation)

**3.A.e Adopt Level of Service (LOS) Standards for the City Roadway System**

The following levels of service shall be required for new development or expansions of existing developments for roadways serving such developments, intersections affected by such developments and roadways located within the boundaries of such developments:

**Local Roads.** LOS C on Local Roads within one-half mile of Collectors and Arterials. Minimum peak hour LOS for intersections of Local Roads with other Local Roads and Collectors shall be LOS C. Intersections of Local Roads with Arterial Roads shall operate at a minimum LOS D.

**Collector Roads.** LOS C on Collector roadways; the minimum peak hour LOS standard for intersections of Collectors with Arterials shall be LOS D.

LOS on city roads shall be evaluated using the methodology included in **Appendix 3B.**

The city may allow exceptions to these LOS standards subject to findings that improvements or other measures required to achieve the LOS standards established herein are unacceptable. In allowing an exception to the LOS standard, the city shall consider the following:

- a. Number of hours per day that the intersection or roadway segment would operate at conditions worse than the adopted standard
- b. The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations
- c. Right-of-way needs versus the physical impacts on surrounding properties
- d. Visual effects of the required improvement on the community's identity and character
- e. Environmental impacts including air quality and noise impacts
- f. Construction and right-of-way acquisition costs
- g. Impacts on general safety
- h. Impacts of the required construction phasing and traffic flows

- i. Impacts on quality of life as perceived by residents
- j. Geographical, environmental, social or economic factors
- k. Ability to equitably fund needed improvements
- l. Importance of proposed improvements in relation to other road needs given limited resources.

Exceptions to the standards will only be allowed after all reasonable measures and options are explored, including alternative forms of transportation.

**Related Program:** 3Af (Circulation)

**3.A.f Support State Level of Service Standards for State Transportation Facilities**

Support, when reasonable, the state's goal of maintaining LOS C along *Interregional Road System* (IRRS) routes in rural areas along both mainline IRRS routes and at intersections with IRRS routes. State Route 4 and State Route 49 are included in the rural IRRS system. Caltrans may consider a LOS D on State Route 4 and State Route 49 through Angels Camp. The minimum LOS standard for the State Highway System shall be no lower than LOS E. The methodology for evaluating LOS on State Highways shall be pursuant to the *Highway Capacity Manual and Transportation Research Record 1194*, as amended.

**Related Program:** 3Ae (Circulation)

**3.A.g Evaluate Potential Impacts of Traffic Generated by New Development and Significant Expansions of Existing Development**

Require proposed new development projects and significant expansions of existing developments to analyze their contribution to increased traffic and to identify and implement improvements necessary to address the increase.

**Related Programs:** 3Ah (Circulation), 3Aj (Circulation)

**3.A.h      Continue to Require Fair Share Contributions to Mitigate Traffic Impacts**

Require new development and significant expansions of existing developments to mitigate that development's impact on the local and regional transportation system through the fair share contribution of improvements to the master-planned system and/or the payment of traffic impact mitigation fees.

**Related Programs:** 3Ag (Circulation), 3Aj (Circulation)

**3.A.i      Forward a Draft Ordinance to the City Council to Waive, Reduce or Defer Traffic Impact Mitigation Fee Payments for Specified Projects**

Draft an enabling ordinance to allow reductions, waivers or deferrals of payments of all or portions of the city's traffic impact mitigation fees for new development that generates significant public benefits, such as low or very low income housing projects or high wage employment projects, when alternative funding sources can be identified to offset resulting reductions in traffic impact mitigation funding.

**Related Programs:** 2Bc (Housing), 2Bg (Housing), 3Ak (Circulation), 3Bf (Circulation), 7Bg (Public Facilities), 7Bi (Public Facilities), 12Bf (Parks & Recreation)

**3.A.j      Identify Preferred and Support Construction of Adopted Routes to Serve Future Land Uses: Arterials**

Undertake studies of alternative transportation routes and identify and adopt preferred routes and proposed rights-of-way widths for new Arterials (or Arterial extensions). Support construction of adopted routes to serve future planned land uses or to better serve existing land uses within the following areas (See **Appendix 3D for descriptions of each route**):

- a. State Route 4 North Angels Bypass
- b. State Route 49 Bypass (aka Southeast Bypass)
- c. State Route 49 West Bypass
- d. Wagon Trail Connector project (State Route 4 improvements)

Arterial Design shall comply with the circulation guidelines established in **Program 3.A.m**, as feasible.

**3.A.k Identify Preferred and Support Construction of Adopted Routes to Serve Future Land Uses: Collectors**

Undertake studies to identify and adopt preferred routes and proposed rights-of-way widths for new Collector Roads (or Collector Road extensions). Support construction of adopted routes to serve future planned land uses, or to better serve existing land uses within the following areas (See **Appendix 3D for descriptions of each route**):

- a. Angel Oaks Drive Extension North
- b. Demarest Street Extension
- c. Dogtown Road Alternatives (inside City limits)
- d. Dogtown Road Alternatives (outside City limits)
- e. Fairgrounds to Southeast Bypass Connector
- f. Greenhorn Creek Road South Extension
- g. Kurt Drive Extension
- h. Southwest Collector(s)
- i. State Route 4 North Angels Bypass frontage road.

Collector Design shall comply with the circulation guidelines established in **Program 3.A.m**

**3.A.l Identify Preferred and Support Construction of Adopted Routes to Serve Future Land Uses: Local Roads**

Undertake studies of alternative transportation routes and identify and adopt preferred routes and proposed rights-of-way widths for new Local Roads (or Local Road extensions) to serve future planned land uses (or to better serve existing land uses) within the following areas (See **Appendix 3D for descriptions of each proposed route**):

- a. Bennett Street to Angel Oaks Drive North Extension
- b. Blair Mine Road Connector to Stockton Road
- c. Business Attraction and Expansion Area Service Roads (Murphys Grade Road, State Route 4 North Angels Bypass, China Gulch, North Main Street)
- d. Copello Drive to Angel Oaks Drive North Extension
- e. McCauley Ranch Road / Gold Cliff Road “Connector”
- f. Purdy Road Extension
- g. Rolleri Bypass Road/Murphys Grade Road Realignment
- h. Sierra Avenue/Tuolumne Avenue “Connector”
- i. Sonora Street/Tryon Road/Greenstone Mine Road Grade “Connector”
- j. Foundry Lane Extension
- k. Unnamed Connector (Gold Cliff Road to Finnegan Lane)

**Related Programs:** 3Ag (Circulation), 3Aj (Circulation)

**3.A.m     Develop Circulation Guidelines**

Develop design guidelines to address community concerns associated with proposed circulation improvements. The guidelines should provide a framework for articulating community concerns and addressing those concerns through the use of design features that integrate community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals. Design features include, but are not limited to: traffic calming devices, use of speed bumps, bulb-outs to assist in pedestrian safety, use of road widths and curves for speed management, signage to guide usage, landscaping and lighting consistent with community character, noise management and similar measures.

**Equivalent Programs:** 3Eg (Circulation)

**Related Programs:** 1Cd (Land Use), 3Eb (Circulation), 8Ch (Cultural Resources), 11.A.a (Community Identity), 11.C.e (Community Identity)

**3.A.n     Update the City's Traffic Impact Mitigation Fees**

Review the city's Traffic Impact Mitigation Fee (TIMF) schedule at least annually to ensure that the city's highest priority planned streets [including associated bicycle, pedestrian and *low-speed vehicle* routes (i.e., *low-impact modes of transportation* routes)] are addressed in the fee study.

In addition, detail conditions under which partial credit may be granted against TIMF for construction of improvements identified in the TIMF ordinance.

**Equivalent Programs:** 3Bf (Circulation), 12Bf (Parks & Recreation)

**Related Programs:** 1Dc (Land Use), 2Bc (Housing), 3Ai (Circulation), 3Ba (Circulation), 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation and Open Space), 4Bc (Conservation and Open Space), 4Bd (Conservation and Open Space), 7Bg (Public Facilities), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

**3.A.o      Establish Development Standards for and Inventory Local *Legacy Roads***

*Legacy roads* are those streets typically located in the older and/or historic portions of the city that are narrow, windy, steep or otherwise do not meet current city standards, and normally were constructed prior to 1980. As funding permits, the city will:

- a. Pursue an inventory of streets within the city limits that are substandard in width (and distinguishing between street widths and traveled way) and identify other road-related constraints to development served by those streets
- b. Create a partial list of feasible improvements that can improve street safety, condition, and capacity for each road identified in paragraph A
- c. Identify funding mechanisms for upgrading *legacy roads*. Funding mechanisms to be investigated include, but are not limited to:
  - Establishing local improvement districts, or similar devices, to finance road improvements for infill within existing subdivisions served by substandard local roads
  - Developer payment of a fair-share portion of improvements necessary to bring the road to current standards, as identified in the paragraph B, in addition to payment of Traffic Impact Mitigation Fees
  - Acquisition or rights-of-way, especially in locations adjacent to undeveloped property
- d. Formulate a mechanism(s) for addressing new development within the various neighborhoods served by these roadways. Mechanisms to be considered include, but are not limited to: formation of community service areas, development capacity standards for various districts served by roadways, alternative roadway designs, and mediation

**Equivalent Programs:** 1Gf (Land Use), 3Ed (Circulation)

**3.A.p Establish a Citizen Advisory Committee for Circulation**

Establish a citizen committee to advise City Council and provide input on circulation improvement projects; to identify and articulate citizen concerns regarding impacts of circulation projects on neighborhoods; and make recommendations regarding means by which traffic and circulation issues can be resolved.

**Related Programs:** 3Aj (Circulation), 3Ak (Circulation), 3Al (Circulation), 3Am (Circulation), 3Aq (Circulation), 3Eb (Circulation), 3Eg (Circulation)

**3.A.q Provide for Public Participation in Circulation Improvement Projects**

Provide opportunities to property owners, stakeholders and interested persons for public participation (i.e., public forums, workshops) when considering adoption of circulation improvement plans, designing circulation improvement projects, and development of circulation guidelines.

**Related Programs:** 3Aj (Circulation), 3Ak (Circulation), 3Al (Circulation), 3Am (Circulation), 3Ap (Circulation), 3Eb (Circulation), 3Eg (Circulation)

## ***Low-Impact Modes of Transportation***

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**Goal 3.B** Pursue establishment of an integrated system of bicycle, pedestrian and *low-speed vehicles* (i.e., *low-impact modes of transportation*) routes.

### **Policies**

- 3.B.1 Encourage the use and development of safe alternative modes of transportation that reduce dependence on traditional vehicles and traditional roadways.
- 3.B.2 Pursue a wide variety of funding sources including private, local, state and federal sources to support construction of routes for alternative modes of transportation.
- 3.B.3 Require new development and re-development of existing sites to dedicate right-of-way or easements, construct and/or otherwise integrate facilities, or portions of facilities, identified in the city's *Low-Impact Modes of Transportation Plan* where such identified facilities adjoin, cross or are otherwise linked to the proposed project and consistent with the city's adopted improvement standards.
- 3.B.4 Adopt and facilitate construction of routes serving *low-impact modes of transportation* throughout the city that link together commercial, residential, school, recreational, public and similar high-use land uses.

### **Implementation Programs**

#### **3.B.a Encourage Low-Impact Modes of Transportation**

Continue to designate land uses compatible with compact development patterns and incorporating sidewalk or trail systems that encourage access between residential, commercial, recreational and public facilities using *low-impact modes of transportation* [e.g., pedestrian, bicycle, *low-speed vehicles* (LSVs)]

**Equivalent Programs:** 1Dc (Land Use), 4Bb (Conservation and Open Space), 9Af (Air Quality), 12Ba (Parks & Recreation)

**Related Programs:** 3Ba (Circulation), 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bc (Conservation and Open Space), 4Bd (Conservation and Open Space), 12Ah (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

**3.B.b Implement the City's Low-Impact Modes of Transportation Plan**

Implement the city's *Low-Impact Modes of Transportation Plan* identifying specific locations and routes planned for sidewalks, bicycle lanes and low-speed vehicle paths based on the plan included in **Appendices 3E and 12A**. The plan should integrate with the Calaveras County Master Bikeway Plan (**Appendices 3E and 12A**) and emphasize connections between residential, commercial, recreational and public facilities within the city. The plan also should incorporate the findings of the Angels Camp sidewalk study and target sidewalk gaps identified in that study.

**Equivalent program:** 3Ce (Circulation), 4Bc (Conservation and Open Space), 9Ag (Air Quality), 12Bb (Parks & Recreation)

**Related Programs:** 1Dc (Land Use), 3Ba (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation and Open Space), 4Bd (Conservation and Open Space), 12Ah (Parks & Recreation), 12Ba (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

**3.B.c Prioritize Trails that Promote Circulation and the City's Low-Impact Modes of Transportation Plan**

Establish priorities for constructing the *low-impact modes of transportation* routes identified in **Appendices 3E and 12A**. Give priority to establishing trail routes with:

- a. Linkages to existing pedestrian and bicycle facilities
- b. Linkages to low-impact mode of transportation facilities proposed herein

These linkages should emphasize intermodal connections between recreational facilities and schools, commercial centers, neighborhoods, libraries, public facilities, medium and high density housing and between other population centers and destination points over distances of two miles or less.

**Equivalent Programs:** 12Bc (Parks & Recreation), 12Cc (Parks & Recreation)

**Related Programs:** 1Dc (Land Use), 3Ba (Circulation), 3Bb (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation and Open Space), 4Bc (Conservation and Open Space), 4Bd (Conservation and Open Space), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation)

### 3.B.d **Adopt Construction Standards for Low-Impact Modes of Transportation Routes**

In conjunction with **Implementation Program 3.A.b** (incorporation of road standards into the City of Angels Municipal Code), include standards for the construction of low-impact transportation routes for new development as outlined in **Appendices 3E and 12A**. Design considerations should include, but not be limited to, encouraging the safe use of *low-impact modes of transportation routes* by multiple transportation forms including pedestrian use, bicycle use, *low speed vehicle* use, and equestrian use. Construction standards should include a requirement to build Class I facilities (**Appendix 3E and 12A**) adjacent to new collector and arterial roads. Class II facilities may be considered in areas adjacent to collectors and/or arterials where right-of-way cannot be secured or is insufficient to allow Class I facilities. Class III facilities are discouraged, but may be considered on alternative routes (normally local roads) established to redirect *low-impact modes of transportation* traffic from collectors and arterials where Class I and Class II facilities are infeasible.

**Equivalent Program:** 12Bd (Parks & Recreation)

**Related Programs:** 1Dc (Land Use), 3Ba (Circulation), 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation and Open Space), 4Bc (Conservation and Open Space), 4Bd (Conservation and Open Space), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

### 3.B.e **Expand the City's Low-Impact Modes of Transportation Plan to Include Routes along Planned Roadways**

Expand the city's *Low-Impact Modes of Transportation Plan* to include routes along the planned roadways described in **Implementation Programs 3.A.k and 3.A.l** as routes are adopted by the city.

**Equivalent Program:** 12Be (Parks & Recreation)

**Related Programs:** 1Dc (Land Use), 3Ba (Circulation), 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation and Open Space), 4Bc (Conservation and Open Space), 4Bd (Conservation and Open Space), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

**3.B.f Update the City's Traffic Impact Mitigation Fees**

Review the city's Traffic Impact Mitigation Fee (TIMF) schedule at least annually to ensure that the city's highest priority planned streets [including associated bicycle, pedestrian and *low-speed vehicle* routes (i.e., *low-impact modes of transportation* routes)] are addressed in the fee study.

In addition, detail conditions under which partial credit may be granted against TIMF for construction of improvements identified in the TIMF ordinance.

**Equivalent Programs:** 3Ak (Circulation), 12Bf (Parks & Recreation)

**Related Programs:** 1Dc (Land Use), 2Bc (Housing), 3Ai (Circulation), 3Ak (Circulation), 3Ba (Circulation), 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation and Open Space), 4Bc (Conservation and Open Space), 4Bd (Conservation and Open Space), 7Bg (Public Facilities), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

**3.B.g Coordinate New State Route 4/49 Bridge Design with Plans for an Angels Creek Master Plan and Trail**

In conjunction with **Program 4.D.c** (Draft Creek Corridor Preservation & Management Plan for Angels Creek), coordinate design of the proposed State Route 4/49 Bridges and Intersection Project to reflect plans for an Angels Creek trail (See *Low-Impact Modes of Transportation Plan - Appendix 3E* and **12A**). Incorporate the city's adopted State Route 4/49 Bridges and Intersection Project Principles and Guidelines Regarding Intersection Design Improvements in the design effort (**Appendix 3F**).

**Equivalent Program:** 12Bg (Circulation)

**Related Programs:** 3Bh (Circulation), 4Dc (Conservation & Open Space), 12Ca (Parks & Recreation), 12Cc (Parks & Recreation), 12Ce (Parks & Recreation)

**3.B.h Require New Development to Construct Facilities Integrating with the City's Low-Impact Modes of Transportation Plan**

As conditions of project approval, require:

- a. New commercial development to provide low-impact transportation facilities connecting to routes identified in the city's *Low-Impact Modes of Transportation Plan* or otherwise facilitate the use of *Low-Impact Modes of Transportation* to and from residential developments within ½ mile of new commercial development

- b. New residential developments of 20 or more lots to provide *low-impact modes of transportation* facilities connecting to routes identified within the city's *Low-Impact Modes of Transportation Plan* or otherwise facilitate the use of *Low-Impact Modes of Transportation* to and from commercial developments, schools, recreational areas, or similar destination sites within ½ mile of the new residential development
- c. New commercial and business developments to install and maintain bicycle racks near entrances for employees and customers
- d. New development including employment centers, schools, and commercial centers with access to the city's *Low-Impact Modes of Transportation* routes to provide support facilities for those using *Low-Impact Modes of Transportation* including bicycle racks, personal lockers, showers at appropriate locations (e.g., park and ride facilities)
- e. Small parking spaces to accommodate *low speed vehicles*

**Equivalent Programs:** 4Bd (Conservation & Open Space), 12Bh (Parks & Recreation)

**Related Programs:** 1Dc (Land Use), 3Ba (Circulation) 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation & Open Space), 4Bc (Conservation & Open Space), 4Bd (Conservation & Open Space), 4Dc (Conservation & Open Space), 12Ac (Parks & Recreation), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bg (Parks & Recreation), 12Bi (Parks & Recreation), 12Ca (Parks & Recreation), 12Cc (Parks & Recreation), 12Ce (Parks & Recreation)

### **3.B.i Require New *Low-Impact Modes of Transportation* Facilities Along New Collector Roads**

Require the construction of *low-impact modes of transportation* facilities along all new Collector and Arterial roadways constructed after 2004 that may be integrated into the city's *Low-Impact Modes of Transportation Plan*. All such facilities shall be constructed as Class I facilities (**Appendices 3E and 12A**), to the maximum extent feasible.

**Equivalent Program:** 12Bi (Parks & Recreation), 12De (Parks & Recreation)

**Related Programs:** 1Dc (Land Use), 3Ba (Circulation) 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation and Open Space), 4Bc (Conservation and Open Space), 4Bd (Conservation and Open Space), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Cc (Parks & Recreation)

**3.B.j Consider the Use of Abandoned or Vacated Easements as Low-Impact Transportation Routes**

When considering requests to abandon or vacate easements, the city shall consider the potential for the easement to be incorporated into the city's *low-impact modes of transportation* plan. If the route is consistent with the goals of the city's *low-impact modes of transportation plan*, then dedication of the route to the city or other public entity for a *low-impact modes of transportation* route should be considered as a condition of abandonment.

**Related Programs:** 1Dc (Land Use), 3Ba (Circulation) 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation and Open Space), 4Bc (Conservation and Open Space), 4Bd (Conservation and Open Space), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

**3.B.k Coordinate Development of Low-Impact Modes of Transportation Routes with the U.S. Bureau of Reclamation**

The location of *low-impact modes of transportation* routes should be done in coordination with the United State's Bureau of Reclamation (BOR). Routes within the city plan should connect, to the maximum extent feasible, with those existing or planned on lands under the jurisdiction of the U.S. Bureau of Reclamation (e.g., Melones trails).

**Related Programs:** 1Bk (Land Use), 1Dc (Land Use), 1Ia (Land Use), 1Bk (Land Use), 2Aa (Housing), 2Dg (Housing), 3Ba (Circulation), 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation & Open Space), 4Bc (Conservation & Open Space), 4Bd (Conservation & Open Space), 5Ak (Noise), 6Bh (Public Safety), 7Cj (Public Facilities & Services), 7Hd (Public Facilities & Services), 7Ic (Public Facilities & Services), 7Id (Public Facilities & Services), 7Ig (Public Facilities & Services), 10Ab (Economic Development), 12Af (Parks & Recreation), 12Ag (Parks & Recreation), 12Am (Parks & Recreation), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

**3.B.l Evaluate the Use of Historic Ditches and Abandoned Railroad Grades as Low-impact Modes of Transportation Routes**

Updates to the city's *Low-Impact Modes of Transportation Plan* should evaluate the use of historic ditches and abandoned railroad grades as *low-impact modes of transportation* routes.

**Related Programs:** 1Dc (land Use), 2Aa (Housing), 3Ba (Circulation), 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Ce (Circulation), 3Cf (Circulation),

4Bb (Conservation & Open Space), 4Bc (Conservation & Open Space), 4Bd (Conservation & Open Space), 8Bs (Cultural Resources), 8Bt (Cultural Resources), 8Bv (Cultural Resources), 8Cd (Cultural Resources), 10Ab (Economic Development), 10Cd (Economic Development), 11Ed (Community Identity), 11Ee (Community Identity), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cb (Parks & Recreation), 12Cc (Parks & Recreation)

**3.B.m Implement the Recommendations of the City's Sidewalk Inventory**

In conjunction with **Program 12.A.a**, implement the recommendations of the city's sidewalk inventory to fill sidewalk gaps. Identify funding sources and projected timelines for filling sidewalk gaps and for facilitating construction of new sidewalks in accordance with that plan to help make Angels Camp a more walkable community.

**Equivalent Program:** 12Ah (Parks & Recreation)

**Related Programs:** 3Ba (Circulation), 3Bb (Circulation), 3Ce (Circulation), 12Aa (Parks & Recreation)

**3.B.n Increase the Visibility of Crosswalks**

Increase the visibility of crosswalks, especially those crossing State Routes 4 and 49. Methods for improving visibility to consider include, but are not limited to: curb extensions (e.g., bulbouts, neckdowns), raised pedestrian crossings (crossing is slightly above street level with short ramps elevating up on approach to the crosswalk), speed humps (long, gradual bumps either encompassing the crosswalk or located before and after crosswalks), lighting (in-pavement flashing lights and/or overhead lighting), pedestrian islands (aka pedestrian refuges), paint (zebra striping and similar), Belisha beacon (white and black stripe poles with orange flashing lights), paving treatments, reduced parking in the vicinity of crosswalks to increase visibility, serpentine design (i.e., adding small curves to horizontal roadways to calm traffic) and similar methods. See also [www.walkinginfo.org/pedsafe/index.cfm](http://www.walkinginfo.org/pedsafe/index.cfm).

## **Public Transportation and Travel Demand Management**

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**Goal 3.C** Support the provision and encourage the use of public transportation to reduce impacts on the city's roadways and to provide alternative methods of transportation for all income levels.

### **Policies**

- 3.C.1 Support travel demand management activities that reduce the use of automobiles for single-occupant trips.
- 3.C.2 Encourage the use of public transit to reduce dependence on the private automobile.
- 3.C.3 Centralize civic services (e.g., fire, police, governmental offices), where feasible, to provide ease of access from all areas of the city.
- 3.C.4 Identify and adopt routes for future roads to create a street network to disperse local traffic throughout the city, alleviate congestion at critical intersections and improve traffic flow along collectors and arterials.

### **Implementation Programs**

**3.C.a** **Participate in Development of Park-and-Ride Facilities**  
Continue to actively participate in the design and location of Caltrans' planned Park-and-Ride Facilities in Angels Camp tentatively planned at the State Route 49 and State Route North Angels 4 Bypass in Angels Camp (MP 21.09 - 22.21). Specifically, the city anticipates working with Caltrans to identify an appropriate location for the Park-and-Ride Facility and to develop landscaping, signage and facility design consistent with the city's character and integrating the needs of both residents and visitors. The city will encourage the establishment of a transit stop at all park-and-ride facilities.

**3.C.b** **Encourage Delivery Services**  
Evaluate the potential for providing reductions in traffic-generation projections or alternative incentives for new developments that provide delivery services for their products within the community.

**Related Program:** 7Gf (Public Facilities), 7Ih (Public Facilities)

**3.C.c Centralize Civic Services**

When considering the location of new civic service facilities, continue to emphasize centralization of civic service facilities where possible (e.g., fire, police, government offices, post offices) to provide easy access from all points within the city. To the maximum extent feasible, locate these facilities so that they can be served by the city's *Low-Impact Modes of Transportation* routes.

**Related Programs:** 7Ga (Public Facilities), 7Gb (Public Facilities)

**3.C.d Facilitate Traffic Control Planning for Special Events**

Facilitate planning for traffic management at special events. Continue to support and promote bus service to and from special events that meet established participation thresholds from local parking facilities, and encourage charter bus service from the Bay Area and Valley locations for special events expected to draw large crowds.

**Equivalent Program:** 10Ao (Economic Development)

**Related Programs:** 2Aa (Housing), 8Cd (Cultural Resources), 10Ab (Economic Development), 10Cd (Economic Development), 11Ed (Community Identity), 11Ee (Community Identity), 12Cg (Parks & Recreation)

**3.C.e Implement the City's *Low-Impact Modes of Transportation Plan***

Implement the city's *Low-Impact Modes of Transportation Plan* identifying specific locations and routes planned for sidewalks, bicycle lanes and low-speed vehicle paths based on the plan included in **Appendices 3E and 12A**. The plan should integrate with the Calaveras County Master Bikeway Plan (**Appendices 3E and 12A**) and emphasize connections between residential, commercial, recreational and public facilities within the city. The plan also should incorporate the findings of the Angels Camp sidewalk study and target sidewalk gaps identified in that study.

**Equivalent Program:** 3Bb (Circulation), 4Bc (Conservation and Open Space), 9Ag (Air Quality), 12Bb (Parks & Recreation)

**Related Programs:** 1Dc (Land Use), 3Ba (Circulation), 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 3Cf (Circulation), 4Bb (Conservation and Open Space), 4Bd (Conservation and Open Space), 12Ah (Parks & Recreation), 12Ba (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

**3.C.f Encourage the Use of Low-Speed Vehicles (LSVs)**

Encourage the use of *low-speed vehicles* as an alternative to more traditional vehicle use to reduce impacts on the city's road system through implementation of the city's *Low-Impact Modes of Transportation Plan* and the development of routes for *low-speed vehicles*.

**Related Programs:** 1Dc (Land Use), 3Ba (Circulation), 3Bb (Circulation), 3Bc (Circulation), 3Bd (Circulation), 3Be (Circulation), 3Bf (Circulation), 3Bh (Circulation), 3Bi (Circulation), 3Bj (Circulation), 3Bk (Circulation), 3Bl (Circulation), 3Ce (Circulation), 4Bb (Conservation and Open Space), 4Bc (Conservation and Open Space), 4Bd (Conservation and Open Space), 12Ba (Parks & Recreation), 12Bb (Parks & Recreation), 12Bc (Parks & Recreation), 12Bd (Parks & Recreation), 12Be (Parks & Recreation), 12Bf (Parks & Recreation), 12Bh (Parks & Recreation), 12Bi (Parks & Recreation), 12Cc (Parks & Recreation)

**3.C.g Expand Available Transit Stops Along Fixed Routes in the City**

In conjunction with implementation of the city's *Low-Impact Modes of Transportation Plan*, include locations and design standards for additional transit stops along identified low-impact transportation routes. Locations for new transit stops to be considered may include, but are not limited to: Utica Park, Frog Jump Plaza, Middleton's, large new commercial developments, and community centers.

**Related Program:** 3Ch (Circulation)

**3.C.h Continue to Support the Calaveras County Transit System**

Continue to support the Calaveras County Transit System. Specific methods of support may include, but are not limited to:

- a. Including requirements for new transit stops in development agreements for large, new developments
- b. Investigating the establishment of an Angels Camp-to-Murphys shuttle for residents and visitors
- c. Establishing business-financed transit stops at local hotels
- d. Establishing a public/private transit partnership modeled after South Lake Tahoe's "BlueGo" program (See **Appendix 3G**) combining private and public partners to provide a comprehensive system of fixed-route and on-demand transit

**Related Program:** 3Cg (Circulation)

## **Parking**

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**Goal 3.D** Provide adequate parking to serve existing and future development and improve traffic flow on narrow streets while maintaining the rural and historic character of the city.

### **Policies**

- 3.D.1 Retain parking in the historic commercial district.
- 3.D.2 Adequately sign parking lots to encourage their use.
- 3.D.3 Encourage business owners to use off-street parking lots.
- 3.D.4 Require new construction or major renovation of commercial or multi-family buildings to construct off-street parking or to contribute to the construction of new parking facilities.

### **Implementation Programs**

**3.D.a** **Update the City's Parking Standards**

Update the city's parking standards to provide specific requirements for a wide variety of land uses and to include illustrations for parking design and landscaping techniques. Incorporate standards for the location and provision of bicycle spaces, motorcycle spaces, *low-speed vehicle* spaces, compact vehicle spaces, landscaping and lighting, and pedestrian-friendly design.

**Equivalent Programs:** 1Ec (Land Use), 7Fb (Public Facilities), 11Cc (Community Identity)  
**Related Programs:** 3Db (Circulation), 3Dc (Circulation), 3Dd (Circulation), 7Fc (Public Facilities), 7Fd (Public Facilities)

**3.D.b** **Update the City's Parking Study**

Update the city's parking study (including a survey of existing parking facilities and their adequacy) at least once every seven years.

**Related Programs:** 1Ec (Land Use), 3Da (Circulation), 3Dc (Circulation), 3Dd (Circulation), 7Fb (Public Facilities), 7Fc (Public Facilities), 7Fd (Public Facilities), 11Cc (Community Identity)

**3.D.c Increase Use of Existing Parking Facilities**

Increase use of existing parking facilities including, but not limited to the following (see following figure for locations):

Parking Lot #1: Improve signs, landscaping, security and pedestrian access to this facility.

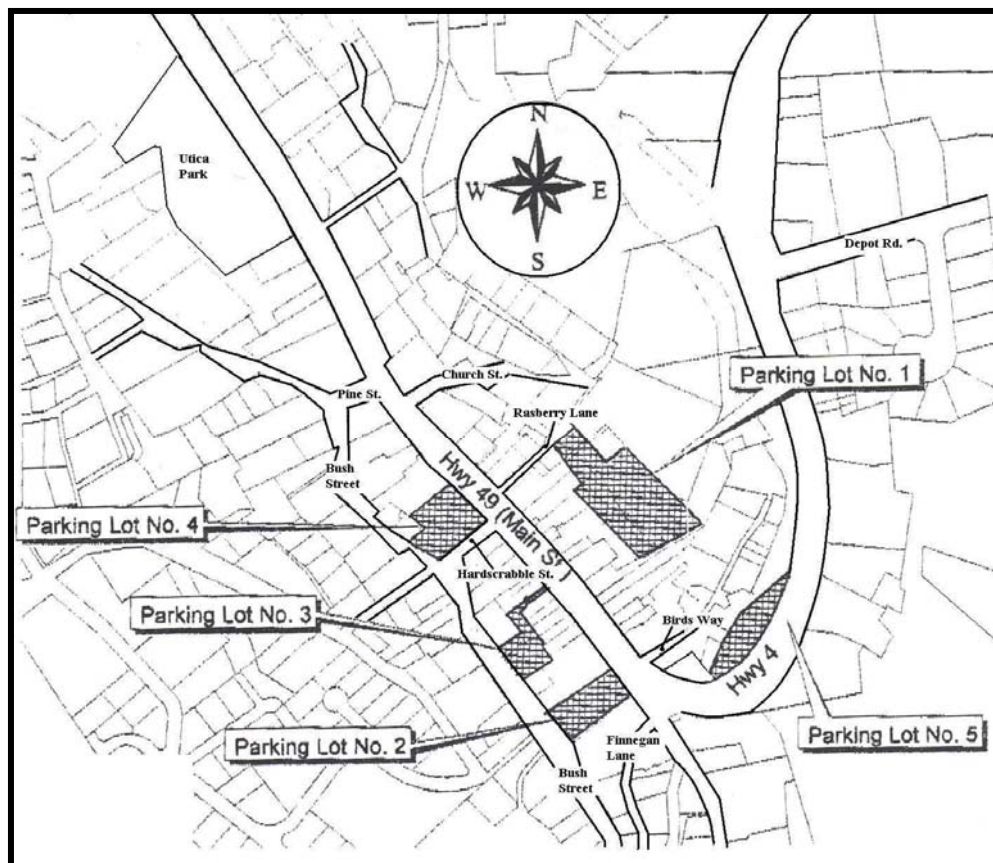
Parking Lot #2: Re-evaluate the design of the existing parking structure and consider converting the facility into a two-level parking structure

Parking Lot #5: Investigate the feasibility of constructing a footbridge across the creek to Birds Way or other pedestrian access improvements.

**Equivalent Program:** 7Fd (Public Facilities)

**Related Programs:** 1Ec (Land Use), 3Da (Circulation), 3Db (Circulation), 7Fb (Public Facilities), 7Fc (Public Facilities), 11Cc (Community Identity)

**Figure 3-1**



**3.D.d**

**Investigate Re-Establishment of a Parking Fund**

Present the City of Angels City Council with an outline of the pros and cons of reestablishing a parking fund to allow for the collection of parking fees for developments which cannot provide on-site parking (e.g., downtown historic district) to be used for the construction of future parking facilities. In response to the presentation, the City of Angels City Council should provide staff direction to proceed, further investigate or abandon pursuit of a parking fund.

**Equivalent Program:** 7Fc (Public Facilities)

**Related Programs:** 1Ec (Land Use), 3Da (Circulation), 3Dc (Circulation), 7Fb (Public Facilities), 7Fd (Public Facilities), 11Cc (Community Identity)

## **Integration with Other General Plan Elements**

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**Goal 3.E** Fully integrate the city's circulation system with the city's transportation, recreational, community design, historic, economic, scenic, noise, air quality, conservation and open space goals.

### **Policy**

**3.E.1** Integrate multiple beneficial uses in the design and location of new, or improvement of existing, transportation routes (e.g., improved access in and around the city, increased recreational opportunities, improved safety, design consistent with rural character, improved air quality, reduced noise and congestion in the historic district, increased economic benefits).

### **Implementation Programs**

**3.E.a** **Consider Establishing Scenic Gateways/Scenic Corridors**  
Evaluate the potential benefits and constraints associated with designating portions of the primary transportation routes entering into the city as *scenic gateways* or *scenic corridors* as a means of establishing good “first-impressions” for visitors. Consider adopting development standards for these areas that encourage new development while addressing landscaping, vegetation retention, sign design, outdoor storage, architecture, traffic-calming, preservation of and compatibility with the city's visual character and similar design issues.

**Equivalent Programs:** 1Cc (Land Use), 4Ca (Conservation and Open Space), 11Bi (Community Identity), 11Cf (Community Identity)

**Related Programs:** 8Bw (Cultural Resources)

**3.E.b      Develop a Master Plan for Context Sensitive Solutions - Caltrans Coordination**

Use Caltrans' policy regarding *Context Sensitive Solutions* for projects involving the planning, design, maintenance and operation of State Routes 4 and 49, in order to integrate and balance community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals.

Identify locations throughout the city that might benefit from the application of *context sensitive solutions* including, but not limited to, plans for:

- a. Type, size, location and planting technique for street trees
- b. Location and design of bulbouts and pedestrian crossings
- c. Location and design of parking
- d. Locations for civic buildings and other public facilities and amenities
- e. Approaches to restoring historic buildings
- f. Location and design of transit stops and ride-share centers
- g. Lighting
- h. Street lighting
- i. Similar programs

**Equivalent Programs:** 1Cd (Land Use), 8Ch (Cultural Resources), 11Ce (Community Identity)

**3.E.c      Draft a Hillside Management Ordinance**

Draft a hillside management ordinance establishing acceptable hillside slope-related densities and alternatives for hillside construction standards that reduce grading and other adverse environmental impacts. The ordinance should address infill development on city lots (in particular, those lots established prior to the adoption of the city's development standards for creating new parcels) and the appropriateness of setbacks, lot sizes, road widths, road-related facilities (e.g., bike ways, sidewalks), parking standards and related development standards.

**Equivalent Programs:** 1Ce (Land Use), 2Bj (Housing), 6Aj (Safety), 11Bd (Community Identity)

**3.E.d      Establish Development Standards for and Inventory Local *Legacy Roads***

*Legacy roads* are those streets typically located in the older and/or historic portions of the city that are narrow, windy, steep or otherwise do not meet current city standards, and normally were constructed prior to 1980. As funding permits, the city will:

- a. Pursue an inventory of streets within the city limits that are substandard in width (and distinguishing between street widths and traveled way) and identify other road-related constraints to development served by those streets
- b. Create a partial list of feasible improvements that can improve street safety, condition, and capacity for each road identified in paragraph A
- c. Identify funding mechanisms for upgrading *legacy roads*. Funding mechanisms to be investigated include, but are not limited to:
  - Establishing local improvement districts, or similar devices, to finance road improvements for infill within existing subdivisions served by substandard local roads
  - Developer payment of a fair-share portion of improvements necessary to bring the road to current standards, as identified in the paragraph B, in addition to payment of Traffic Impact Mitigation Fees
  - Acquisition or right-of-way, especially in locations adjacent to undeveloped property
- d. Formulate a mechanism(s) for addressing new development within the various neighborhoods served by these roadways. Mechanisms to be considered include, but are not limited to: formation of community service areas, development capacity standards for various districts served by roadways, alternative roadway designs, and mediation

**Equivalent Programs:** 1Gf (Land Use), 3Al (Circulation)

**3.E.e**

**Establish an Annexation Plan Reflecting Transportation Goals**

Consider establishing an annexation plan that addresses policies for evaluating annexation priorities and that identifies potential annexation areas, to assist in the implementation of the general plan's goals, policies and implementation programs.

Consideration should be given to annexing areas encompassing the following:

- a. **Transportation corridors, including planned future Collector or Arterial routes**
- b. **Major intersections**
- c. Land with high potential for economic development
- d. Land providing recreation and open space opportunities
- e. Natural (i.e., physical) boundaries (e.g., rivers, **roads**, ridges)
- f. Scenic vistas
- g. Land providing affordable housing opportunities

Decisions to pursue or not to pursue an annexation should involve consideration of potential impacts including, but not limited to:

- h. Availability and/or ability to provide water and sewer
- i. Potential to increase or decrease demands for affordable housing
- j. Ability to provide adequate police, fire, park and recreation and other city services
- k. **Impacts associated with potential traffic increases**

**Equivalent Programs:** 1Ha (Land Use), 10Ai (Economic Development), 11Af (Community Identity)

**Related Programs:** 7Cl (Public Facilities), 7Dc (Public Facilities), 7Ge (Public Facilities), 7If (Public Facilities)

**See Also:** **Map 1B** Angels Camp Primary and Secondary Spheres of Influence and **Map 1C** Angels Camp Area of Interest / Comment

**3.E.f      Adopt Amended Sphere of Influence Boundaries Reflecting Transportation Goals**

In conjunction with adoption of the Angels Camp General Plan Land Use Element, pursue adoption of amended sphere of influence boundaries, through LAFCo, reflecting the following city goals:

- a. Preserve the city as a distinct, separate community
- b. Preserve the visual integrity of the city's gateways
- c. Protect land necessary for designated future transportation routes**
- d. Preserve land for future planned economic development activities
- e. Provide input to the county on development proposals on land with existing or planned uses that have or may have direct impacts on the city's ability to provide adequate services (e.g., fire, police, water, sewer)
- f. Maintain compatibility between city and adjacent county land uses

**Equivalent Program:** 1Hc (Land Use)

**Related Programs:** 1Bi (Land Use), 1Hb (Land Use), 1Hc (Land Use), 4Db (Conservation and Open Space), 12Ac (Parks & Recreation), 12Ad (Parks & Recreation)

**3.E.g      Develop Circulation Guidelines**

Develop design guidelines to address community concerns associated with proposed circulation improvements. The guidelines should provide a framework for articulating community concerns and addressing those concerns through the use of design features that integrate community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals. Design features include, but are not limited to: traffic calming devices, use of speed bumps, bulb-outs to assist in pedestrian safety, use of road widths and curves for speed management, signage to guide usage, landscaping and lighting consistent with community character, noise management, and similar measures.

**Equivalent Programs:** 3Am (Circulation)

**Related Programs:** 1Cd (Land Use), 3Eb (Circulation), 8Ch (Cultural Resources), 11.A.a (Community Identity), 11.C.e (Community Identity)